26 July 2017

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 82 – Regulation No. 83

Revision 4 – Amendment 8

Supplement 8 to the 06 series of amendments – Date of entry into force: 22 June 2017

Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements

This document is meant purely as documentation tool. The authentic and legal binding texts is: ECE/TRANS/WP.29/2016/108.

UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

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Paragraph 7.1.4.1., amend to read:

"7.1.4.1. Identical parameters for extending approval are:

Engine:

(a) Combustion process.

Periodically regenerating system (i.e. catalyst, particulate trap):

(a) Construction (i.e. type of enclosure, type of precious metal, type of substrate, cell density);

(b) Type and working principle;

(c) Dosage and additive system;

(d) Volume ±10 per cent;

(e) Location (temperature ±50 °C at 120 km/h or 5 per cent difference of maximum temperature/pressure)."

Appendix 6, insert a new paragraph 8.1.1., to read:

"8.1.1. The requirement for a driver inducement system shall not apply to vehicles designed and constructed for use by the rescue services, armed services, civil defence, fire services and forces responsible for maintaining public order. Permanent deactivation of the driver inducement system for these vehicles shall only be done by the vehicle manufacturer."

Annex 4a, Appendix 3, paragraph 1.2.12.6., amend to read:

"1.2.12.6. The HFID shall be used with a constant flow (heat exchanger) system to ensure a representative sample, unless compensation for varying CVS volume flow is made."

Annex 7, paragraph 7.5.2., amend to read:

"7.5.2. The inspector may test these vehicles by application of paragraph 7.1. of this annex."

Annex 11,

Paragraph 3.3.3.1., amend to read:

"3.3.3.1. The reduction in the efficiency of the catalytic converter with respect to emissions of NMHC and NO_x. Manufacturers may monitor the front catalyst alone or in combination with the next catalyst(s) downstream. Each monitored catalyst or catalyst combination shall be considered malfunctioning when the emissions exceed the NMHC or NO_x threshold limits provided for by paragraph 3.3.2. of this annex. By way of derogation the requirement of monitoring the reduction in the efficiency of the catalytic converter with respect to NO_x emissions shall only apply as from the dates set out in paragraph 12.1.4."

Paragraph 3.3.3.4., amend to read:

"3.3.3.4. If active on the selected fuel, other emission control system components or systems, or emission related power train components or systems which are connected to a computer, the failure of which may result in tailpipe emissions exceeding the OBD threshold limits given in paragraph 3.3.2. of this annex."

Paragraph 3.3.4.4., amend to read:

"3.3.4.4. Other emission control system components or systems, or emission-related power-train components or systems, which are connected to a computer, the failure of which may result in exhaust emissions exceeding the OBD threshold limits given in paragraph 3.3.2. of this annex. Examples of such systems or components are those for monitoring and control of air mass-flow, air volumetric flow (and temperature), boost pressure and inlet manifold pressure (and relevant sensors to enable these functions to be carried out)."

Paragraph 3.3.5., amend to read:

"3.3.5. Manufacturers may demonstrate to the Type Approval Authority that certain components or systems need not be monitored if, in the event of their total failure or removal, emissions do not exceed the OBD threshold limits given in paragraph 3.3.2. of this annex."